RESPONDING TO THE ROAD SAFETY CHALLENGE IN AFRICA

David Kajange
Transport Tourism Div.
1. AFRICAN ACTION PLAN FOR THE DECADE OF ACTION ON ROAD SAFETY
   - Background and Objective
   - Pillars
   - Supporting frameworks

2. MID-TERM REVIEW
   - Key findings
   - Key Issues and Challenges

3. RECOMMENDATIONS
AFRICAN ACTION PLAN FOR THE DECADE OF ACTION ON ROAD SAFETY

1. BACKGROUND AND OBJECTIVE
   - 10 May 2010, the UN General Assembly proclaimed the period 2011–2020 as the Decade of Action for Road Safety
   - **Objective:** To reduce road traffic crashes by 50% by the year 2020

2. PILLARS
   - i. Road Safety Management;
   - ii. Safer roads and mobility;
   - iii. Safer vehicles;
   - iv. Safer drivers
   - v. Post-crash response
AFRICAN ACTION PLAN FOR THE DECADE OF ACTION ON ROAD SAFETY

3. Supporting frameworks

i. Intergovernmental Agreement on Road Standards and Norms for Trans-African Highways *(adopted June 2014)*


iii. Dissemination (Transport Sector Support Programme):

   ▪ West and Central Africa: *June 2016*
   ▪ North Africa (Arab Maghreb): *December 2016*
   ▪ Eastern and Southern Africa: *April 2017*
3. **MID-TERM REVIEW**: Addis Ababa: July 2015; Brazil: November 2015

**Key Findings:**
- Significant achievements in all pillars of the Plan
- Human error is the leading causes of road traffic accidents
- Growing burden of road traffic injuries on the continent

**Main Issues and Challenges:**
- Insufficient attention to road safety issues: regional and national levels
- Lack of understanding/appreciation of the scale of the problem and its negative impact on health, social and economic costs
- Lack of knowledge on interventions that can prevent crashes or reduce their impact
3. **MID-TERM REVIEW: (Contd.)**

**Main Issues and Challenges (contd.):**

- Lack of specialized institutional frameworks for road safety in some countries
- Road safety data management not being top policy priority;
- Lack of defined road safety data collection methodologies as well as disaggregated data;
- Inconsistency of definitions;
- Weak institutional and technical capacities;
- Lack of co-ordination among key stakeholders; and
- Lack of sustainable funding, among others
RECOMMENDATIONS

i. Common dataset with a minimum set of road safety indicators should be established to ensure comparability among African countries;

ii. States road safety performance should be benchmarked as a basis for learning and speeding-up positive developments;

iii. States should be urged to create and/or strengthen their Lead Road Safety Agencies;

iv. Training and enforcement initiatives in States should be enhanced together with strengthening post-crash response mechanisms.

v. All road safety stakeholders should be urged to scale up their capacity building initiatives to States; and

vi. Road safety should be adequately taken into considerations in national development strategies in alignment with the AU Agenda 2063 and Sustainable Development Goals.
Thank you
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Obrigado